

Mosby Creek Trailhead

Mosby Creek Covered Bridge, located near Mosby Trailhead, was constructed in 1920 and is the oldest remaining covered bridge in Lane County. With over 20 covered bridges, Lane County has more covered bridges than any other county west of the Appalachians. Covered bridges were built to protect the wood trusses and floor planking from the elements. This more than doubles the life expectancy of the bridges.

Row River

By the early 1900s “river rats” earned double the going wage of \$1.50 per day for precariously riding logs down Row River to any of over 20 mills located along the river. The railroad provided a safe and swift way to move logs to the mills and gold ore from nearby Bohemia Mining District.

Dorena Dam

Before the dam, floods periodically inundated several communities downstream of the Row River. Now Dorena Dam provides for flood control, irrigation, recreation, improved navigation and waterflow downstream. The earthfill structure and concrete spillway is nearly 150 ft. high and holds back a lake almost 4 miles long.

Cerro Gordo

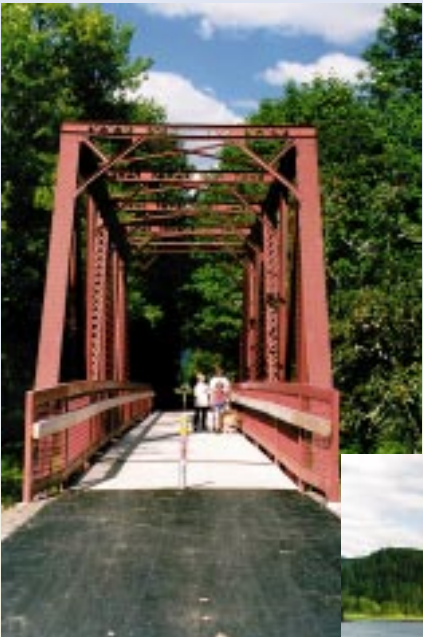
Was it the gleam of gold in nearby Bohemia Mining District or the portly shape of the hill that gave Cerro Gordo its name? In Spanish, Cerro Gordo means a round or fat hill or a rich hill in a mining district. One notion is that as the hillside grass dries and becomes a golden brown in late summer, it gives the appearance of a gold or rich mountain.

Row Point

Native plants here and along the trail are fighting for their lives and need your help. Row Point survives as a remnant of a native prairie community with showy displays of color during spring. Use existing trails and keep your impacts to a minimum to give these plants a chance to survive.

Harms Park

The trestle bridge at Harms Park was one of several locations immortalized on the silver screen. Movies filmed along the railway included “Stand By Me” with River Phoenix, “Emperor of the North” with Ernest Borginine, and in 1926, “The General” with Buster Keaton.



Mosby Creek Bridge



Dorena Lake



Osprey by Daniel Patterson



Blue Camas



Row RiverTrail

Smith Creek

These streams, marshes, and canary grass fields provide homes and groceries for a wide variety of wildlife. Ospreys, herons, ducks, and geese are commonly seen. A keen eye may also view a bald eagle, a deer, or an occasional black bear. You can also see the remains of an early settler's orchard below Smith Creek Bridge.

Bake Stewart

As you pass through the native oak woodlands of Bake Stewart imagine a small band of Native Americans digging camas bulbs. The bulb of this blue flowering lily was dug in early spring and baked in earth ovens for winter storage. The white or death camas is a deadly relation to the edible blue camas and was carefully avoided.

Dorena

Established in 1899, the original Dorena Post Office was named for Dora and Rena, two girls in town. The townsite was located near the center of the present reservoir. Although small, Dorena offered many services including two schools, a church, dance hall, post office, store, blacksmith shop, and grocery. A

portion of the railway and some of these buildings were moved and others were burned prior to the filling of the reservoir in the 1940s. The old railroad route can be seen along the lake bottem during winter drawdown.

Hawley Butte

In the early years of the railway a trolley traveled between rail stations along the Row River. A street car appearing vehicle known as the Galloping Goose trolley was built as an economical means to ferry people and supplies to stations such as Hawley Butte. A nickel would take you to the next station or for a dollar you could ride to the end of the line at Rujada where tourists could spend a relaxing day in the forest.

Culp Creek

The construction of the short-line railroad from Cottage Grove to the Umpqua National Forest in the early 1900s stimulated the construction of over 20 mills along Row River alone. Mill towns such as Culp Creek worked day and night to meet the demand for lumber orders for many years. Over the years mills consolidated, some went bankrupt, and some moved to other areas.

Thanks to the
Row River Trail Partners



USDI, Bureau of Land Management
Eugene District
(541) 683-6600
www.edo.or.blm.gov/Rec/Row_Trail



USDA, Forest Service,
Umpqua National Forest
Cottage Grove Ranger District



Lane County Parks



Oregon State Parks &
Recreation Department



US Army Corps of Engineers



Cottage Grove Chamber of Commerce



City of Cottage Grove

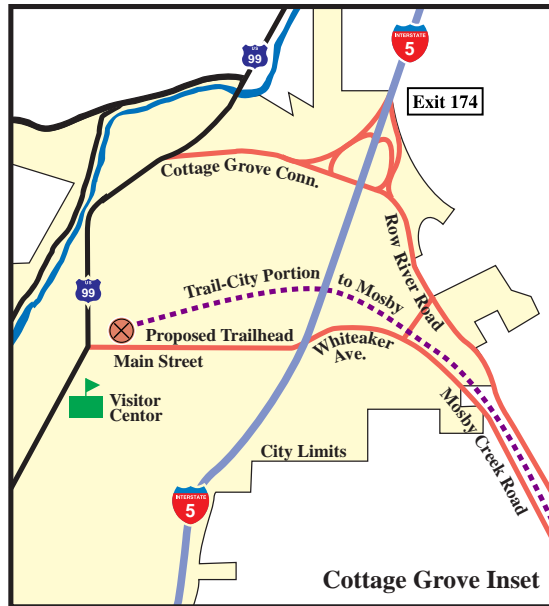
City of Oakridge

COPS - Clean our Parks and Streams

Adopt-a-Trail Volunteers

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Cindy Pack





Welcome to the Row River Trail

If you can rhyme with cow you can say Row and it was because of cows that Row River got its name. It was named "Row" after a dispute between two men battling over cattle and sheep grazing rights during settlement of the valley in the early 1850's. The disagreement ran so deep that one man lost his life during this quarrel or "row."

Rails to Trails

Steam engines were pulling the trains in 1902 when the Oregon, Pacific and Eastern Railway began operating under the name Oregon & South Eastern. The original line of the "Old Slow and Easy" reached Disston, a few miles past today's trail end at Culp Creek. The trains hauled ore, logs, supplies, and passengers. In 1971 an excursion train called "The Goose" carried passengers until the economics of maintaining the railway became prohibitive. In 1994 the BLM acquired the abandoned railway to develop a trail for public recreational use. The City of Cottage Grove acquired the remaining 3-mile section that will link the trail to downtown Cottage Grove.

